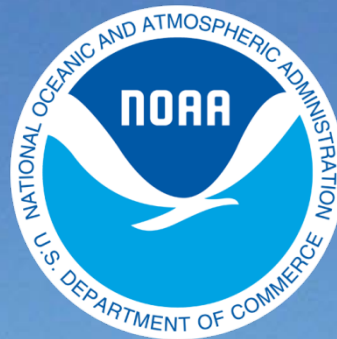


BookletChart™

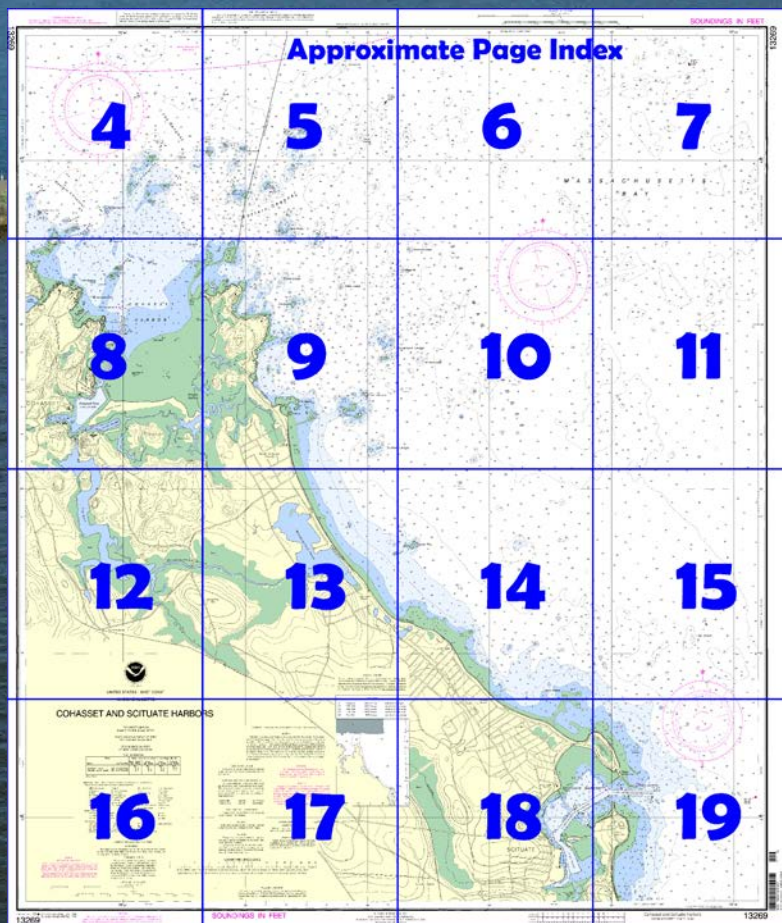
Cohasset and Scituate Harbors **NOAA Chart 13269**



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13269>.



(Selected Excerpts from Coast Pilot)
Minots Ledge Light (42°16.2'N., 70°45.5'W.) is shown from a 97-foot dark gray conical tower on **Outer Minot**. A sound signal is at the light. This ledge, uncovered 3 feet, is about 6 miles south-east of Point Allerton and 1 mile north-northeast of **Strawberry Point**, the northeastern extremity of **Scituate Neck**. Submerged rocks and very broken ground, on which the sea breaks in heavy weather, extend more than 1 mile northeastward

and 2.5 miles eastward of the light. This area should be avoided. Numerous rocks and ledges extend westward and southward from the light across the entrances to Cohasset Harbor. **East Shag Rock**, 7 feet

high and marked by a buoy, and **West Shag Rock**, 6 feet high, are the most prominent southwestward of the light. Shifting boulders are reported on the shoal just eastward of **Barrel Rock** (42°15.5'N., 70°47.1'W.), marked by a daybeacon.

Three natural channels lead into **Cohasset Harbor** through the area of rocks and ledges: **Western Channel**, which enters between **Brush Ledge** and **Chittenden Rock**; **The Gangway**, a passage which leads between **The Grampuses** and **West Hogshead Rock**; and **Eastern Channel**, which leads between **Enos Ledge** and **West Willies**. Although all three channels are marked by buoys, there are numerous unmarked dangers.

The Gangway passage is the widest, but there are unmarked covered 10- and 11-foot rocks in the middle of it, and it should be used only in clear weather and with a smooth sea, even in small craft. Eastern Channel is the clearest and deepest of the three.

Cohasset Harbor is a large shallow bight southwestward of Minots Ledge Light and about 6 miles southeastward of Point Allerton. The harbor is frequented by numerous yachts and fishing craft. A prominent lookout tower is near the summit of a hill eastward of **The Gladeson** the east side of the harbor.

Anchorage.—Anchorage is available in depths of 6 to 10 feet in the outer harbor.

Cohasset Cove, the inner harbor, is protected by a breakwater which extends about 0.1 mile northward from near the westerly end of **Bassing Beach**. The breakwater is partially covered at high water.

A dredged channel leads southward from the outer harbor to an anchorage basin southward of Bryant Point in Cohasset Cove, the inner harbor. There are three additional dredged anchorage areas: one is immediately southward of the Cohasset Cove anchorage; one in **Bailey Creek**, in the southeastern part of the inner harbor; and one westward of the southern end of the Cohasset Cove anchorage. In 2005-2006, the controlling depths were 4.4 feet at midchannel, with shoaling to bare in the left outside quarter between Buoy 11 and the breakwater, to Cohasset Cove anchorage, thence 3.7 to 7 feet in the anchorage, except for shoaling along the edge adjacent to Bassing Beach, thence 3.7 feet in the anchorage southward of Cohasset Cove anchorage, thence 4.7 feet in the easterly anchorage in Bailey Creek, except for shoaling near the southwest end of Bassing Beach and in the eastern end of the basin, thence 3.8 feet in the westerly anchorage shoaling to 1.1 feet at the head of the project. The channel into Cohasset Cove is marked by lights and buoys; a light is off **Bryant Point**.

A rock, which uncovers 6½ feet, is in 42°14'21"N., 70°47'15"W., close to the southerly edge of the channel leading to the anchorage in Bailey Creek. Another rock, covered about 1 foot, is reported in the westerly anchorage, about 65 yards northeastward of the town landing on the southerly side of the anchorage; caution is necessary when maneuvering around the service wharves eastward of this landing.

Cohasset is a town on the west side of the inner harbor. The Cohasset Yacht Club, close westward of Bryant Point, has depths of 5 to 8 feet reported alongside its float landing; water is available. The town maintains four float landings in various parts of the inner harbor; depths of 3 to 5 feet are reported alongside these landings.

Harbormaster.—The harbormaster maintains an office in a cottage overlooking the town wharf southwestward of the entrance to Bailey Creek.

Scituate Harbor, about 4 miles southeastward of Cohasset Harbor, is used mostly by yachts and fishermen, and occasionally as a harbor of refuge by draggers.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Boston

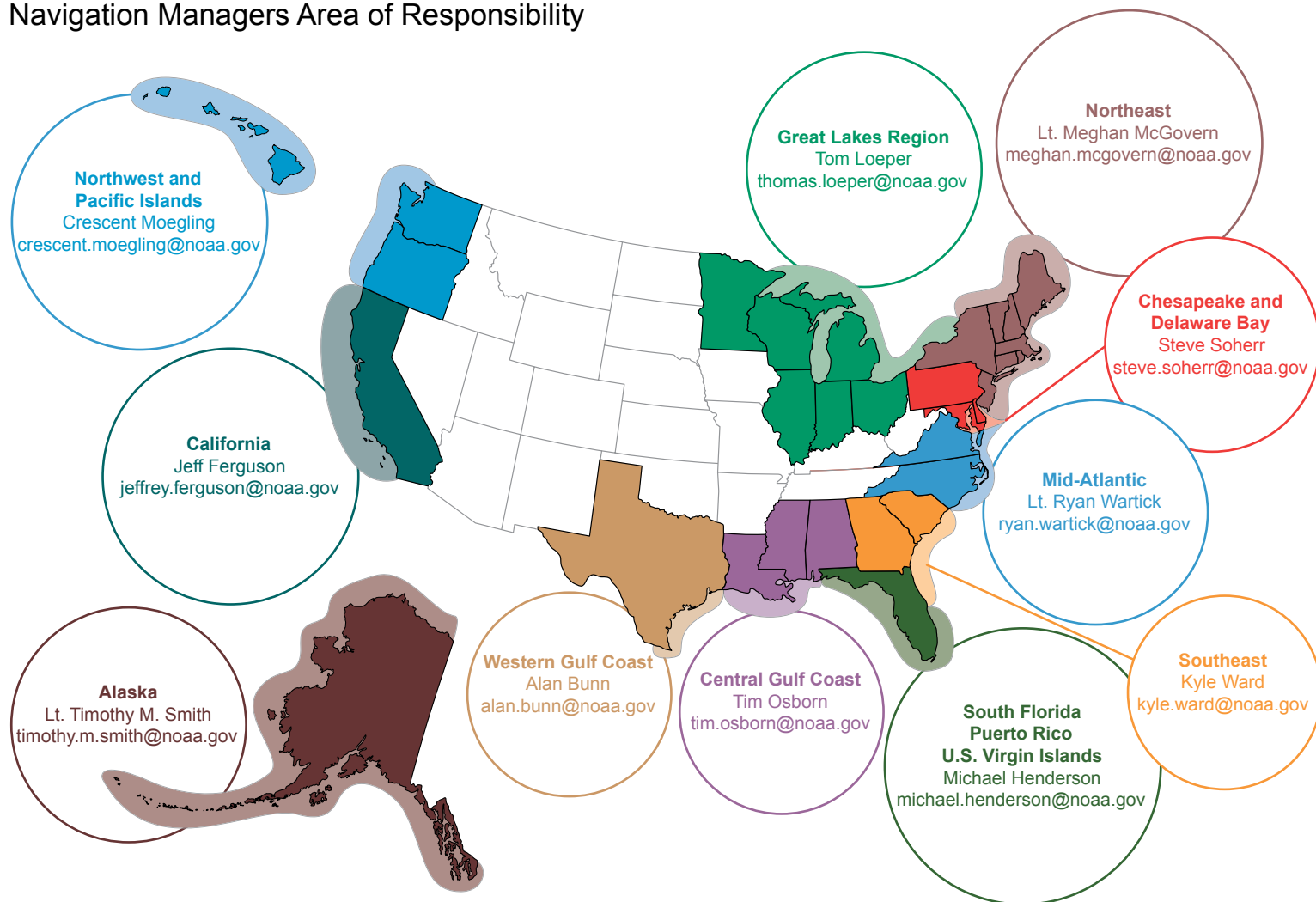
Commander

1st CG District

Boston, MA

(617) 223-8555

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

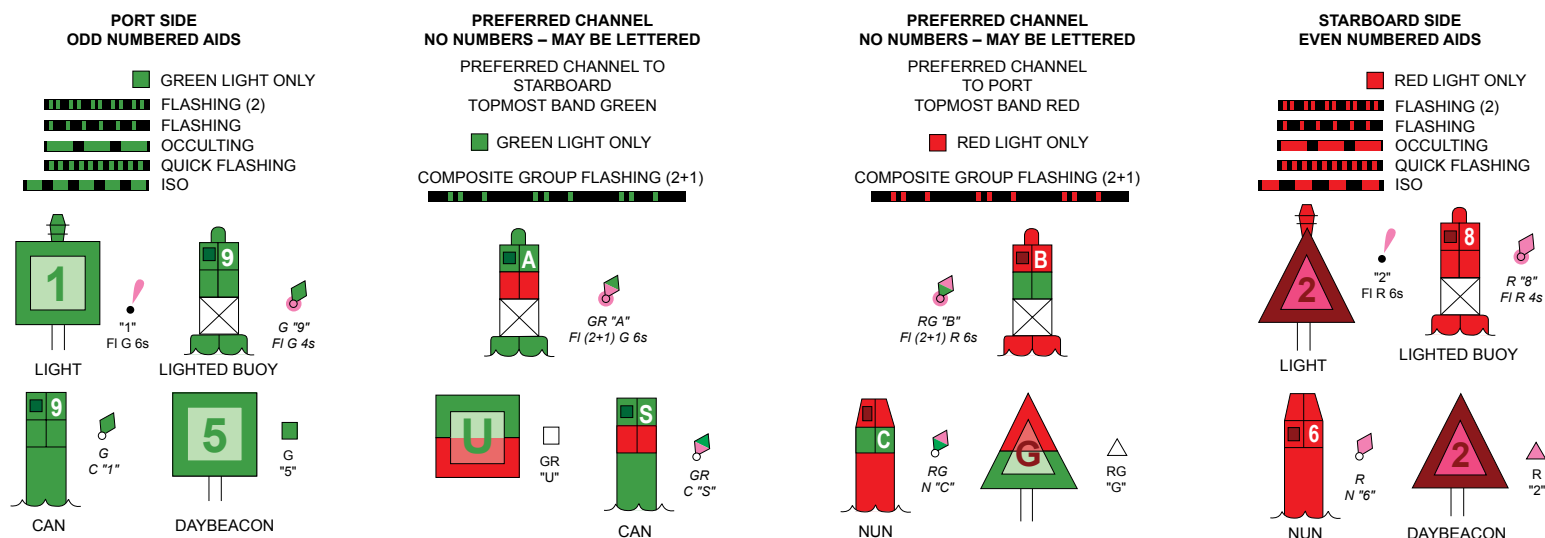
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

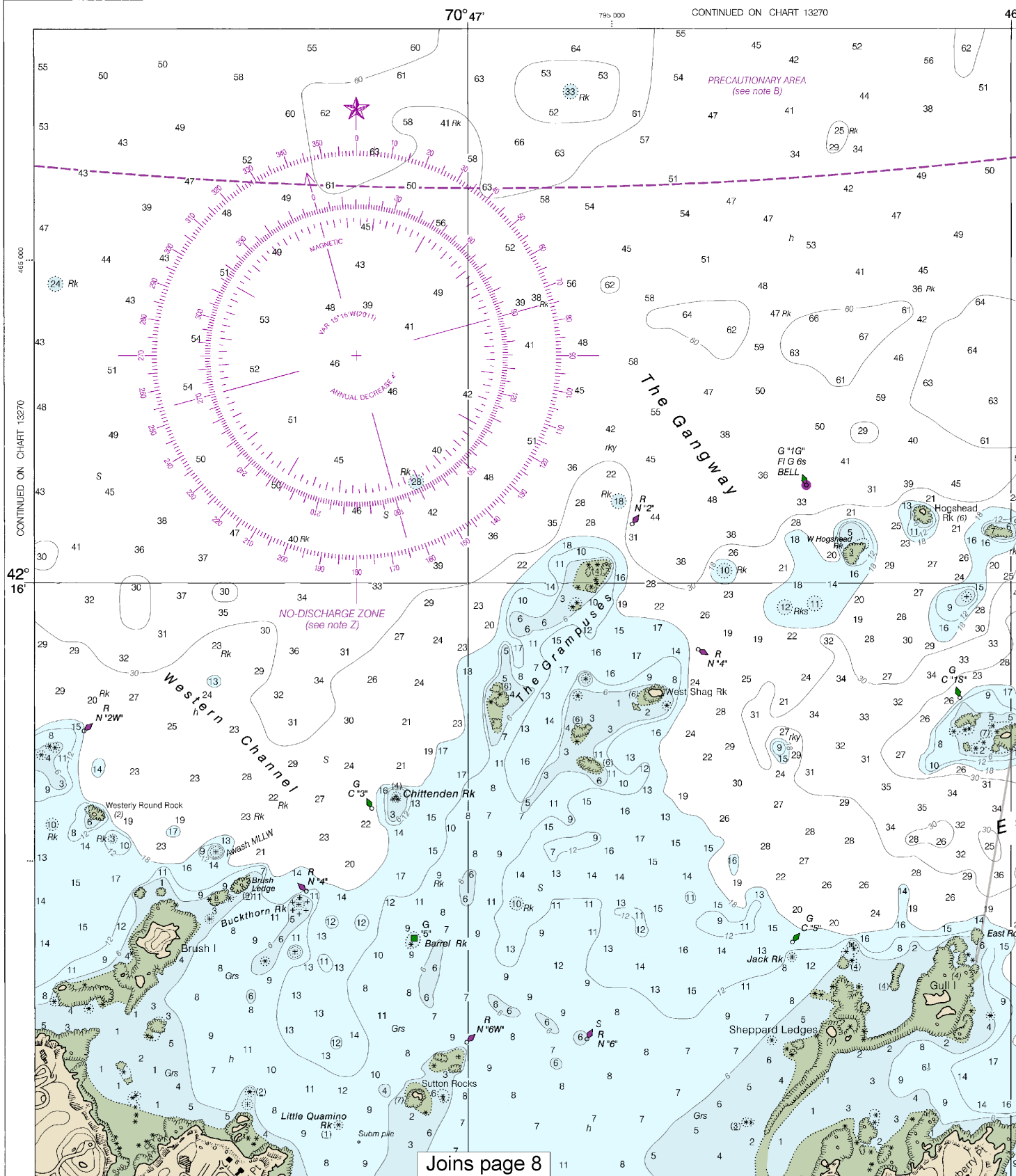
COLREGS. 80.135 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3262.

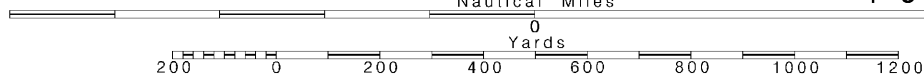
13269



Printed at reduced scale.

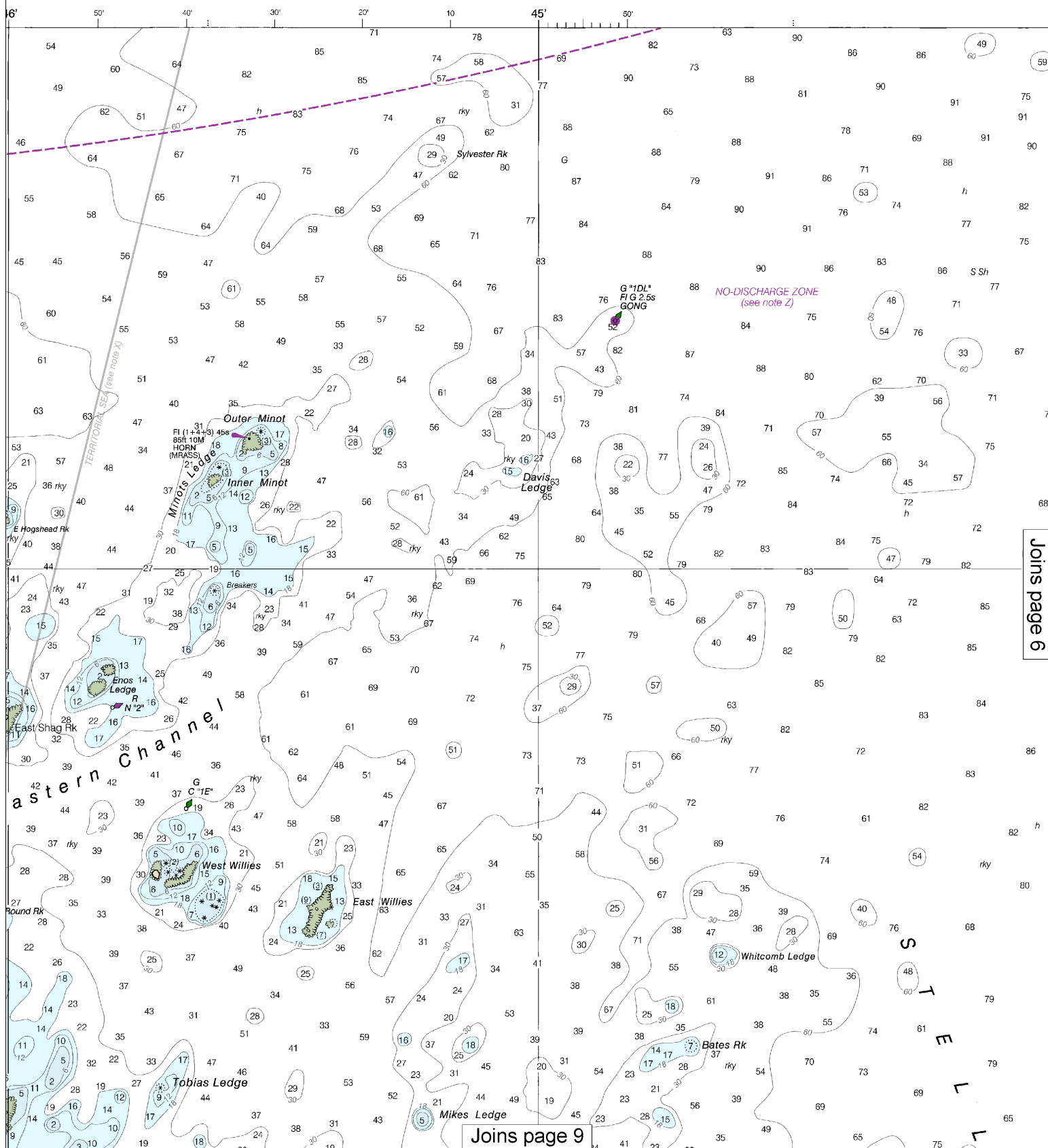
SCALE 1:10,000

See Note on page 5.

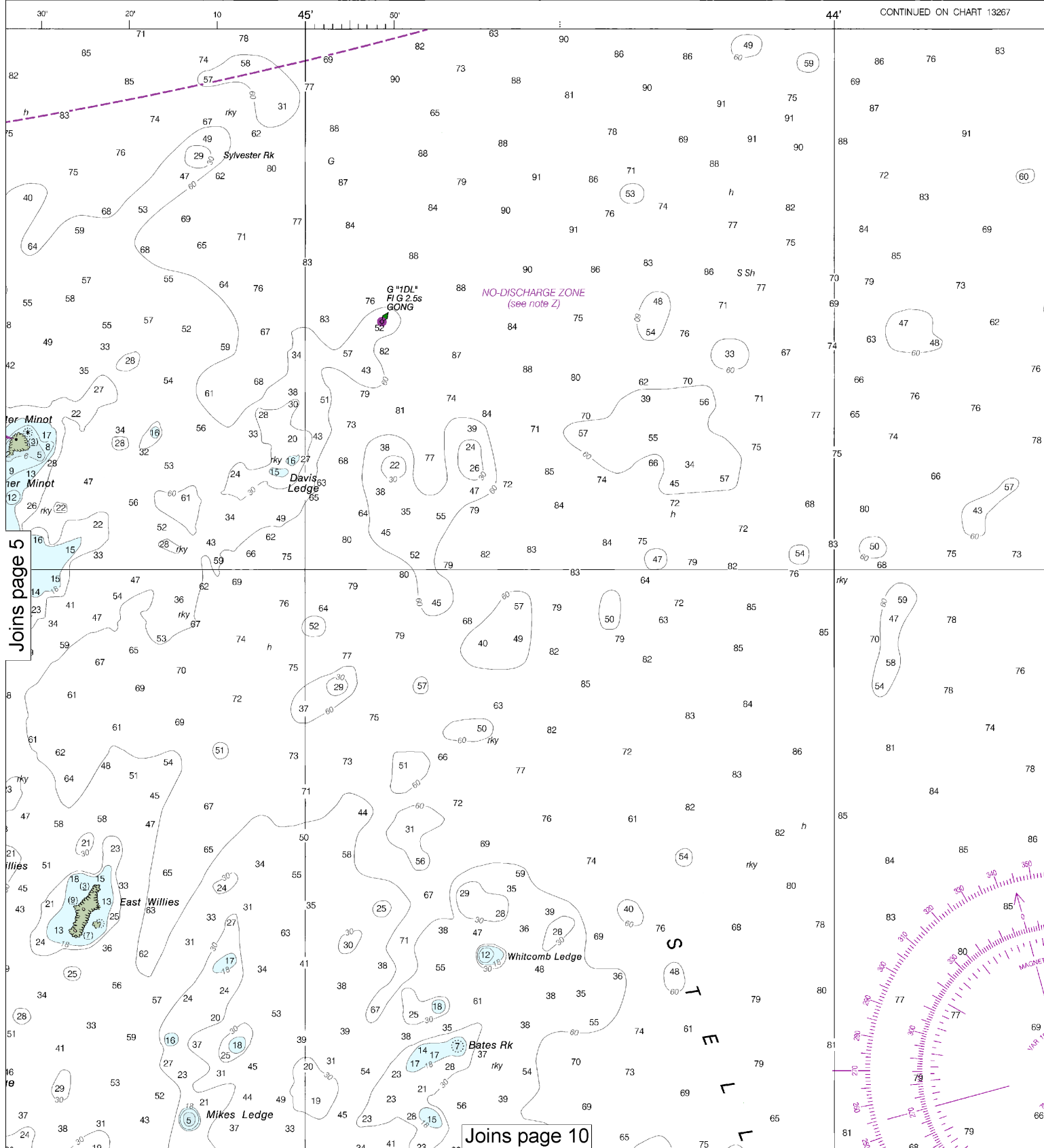


Note: Chart grid lines are aligned with true north.

4



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:13333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

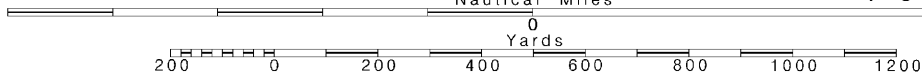


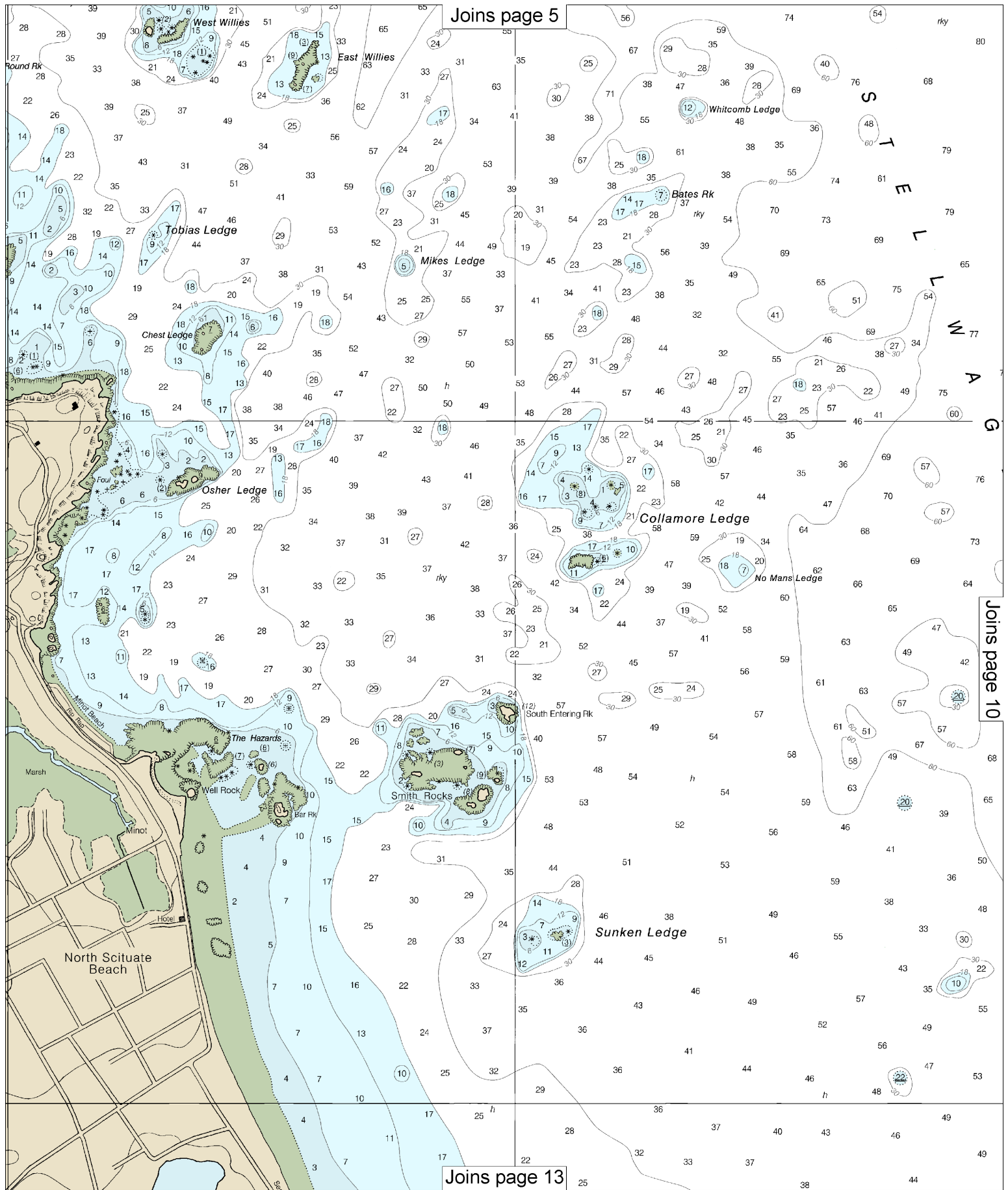
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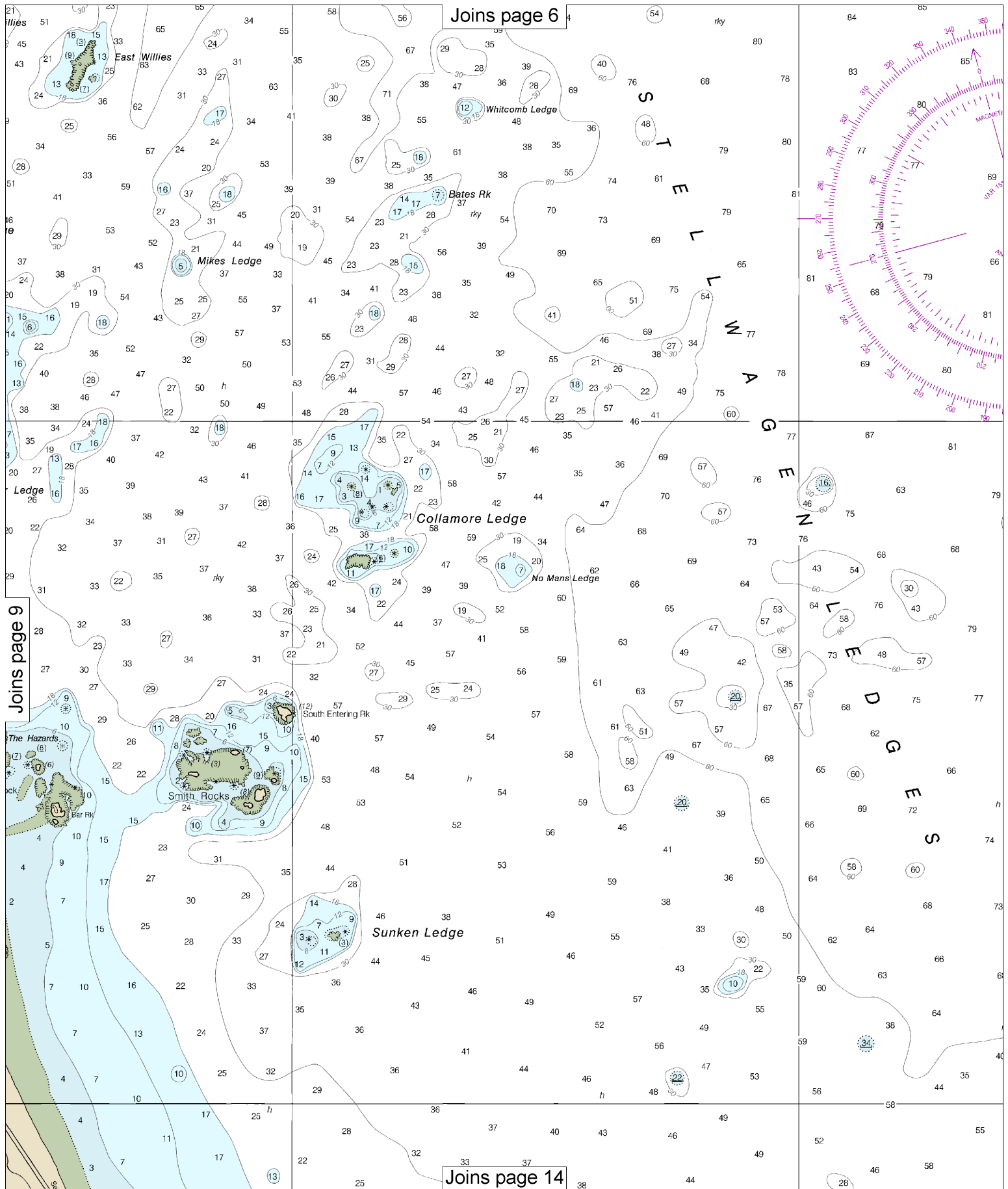
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —

See Note on page 5.







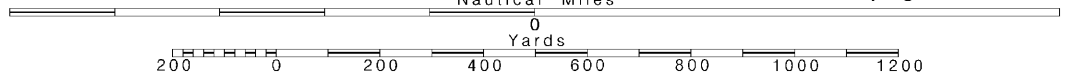
10

Note: Chart grid lines are aligned with true north.

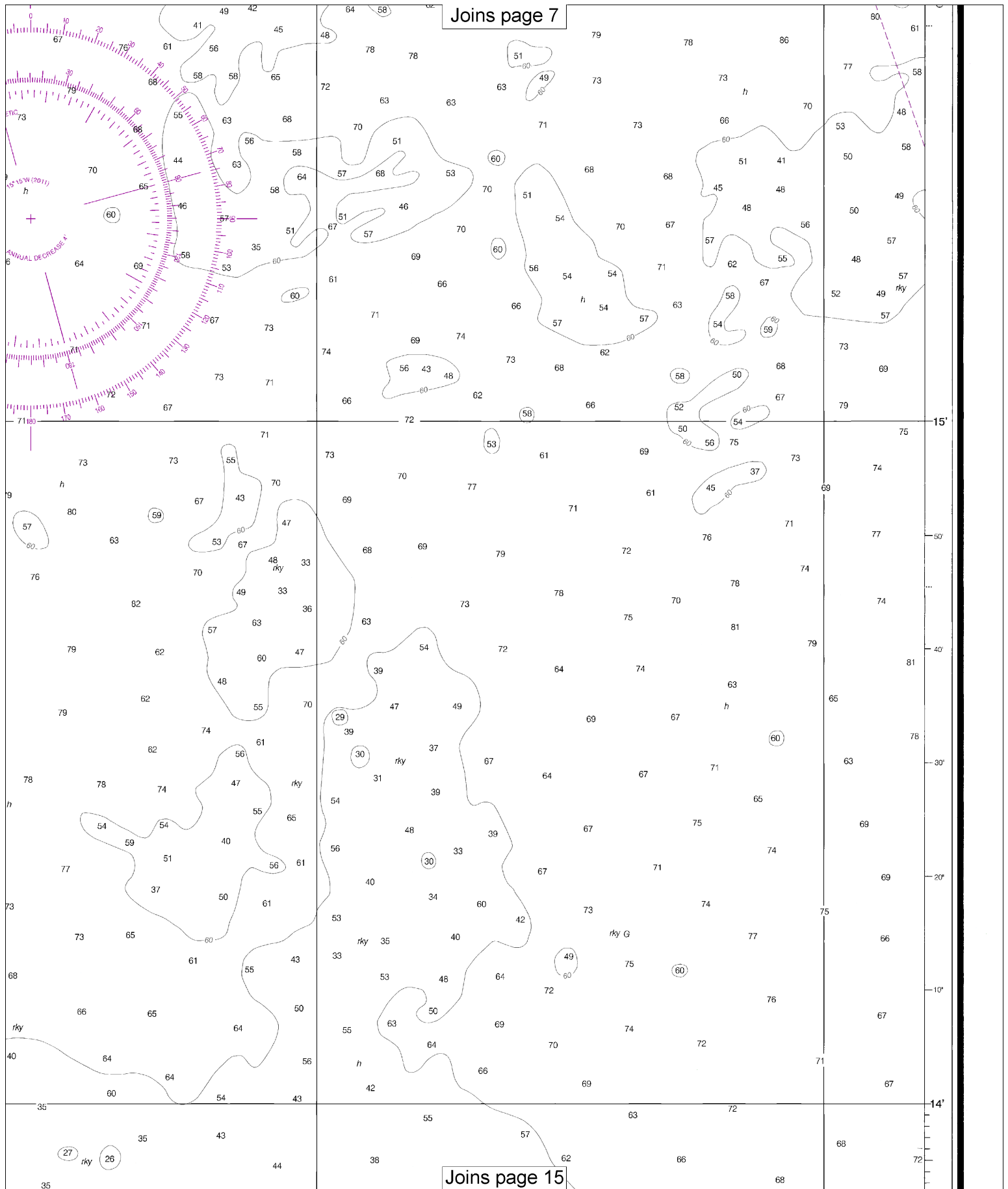
Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.



Joins page 7



Joins page 8

10'

14'

50'

Government I.

Supper Island

Marsh

The Gulf

Marsh

Marsh

Musquashcut Brook

Marsh

Hoop Pole Hill

Marsh

North Scituate

13'

COAST AND GEODETIC SURVEY
U.S. DEPARTMENT OF COMMERCE
NOAA

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
MASSACHUSETTS

COHASSET AND SCITUATE HARBORS

Mercator Projection
Scale 1:10,000 at Lat 42°14'

North American Datum of 1983
(World Geodetic System 1984)

Joins page 16



UNITED STATES - EAST COAST

MASSACHUSETTS

COHASSET AND SCITUATE HARBORS

Mercator Projection
Scale 1:10,000 at Lat 42°14'

North American Datum of 1983
(World Geodetic System 1984)

Joins page 16

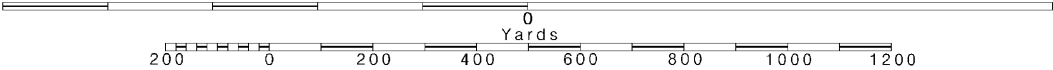
5 IN FEET
DOWN WATER

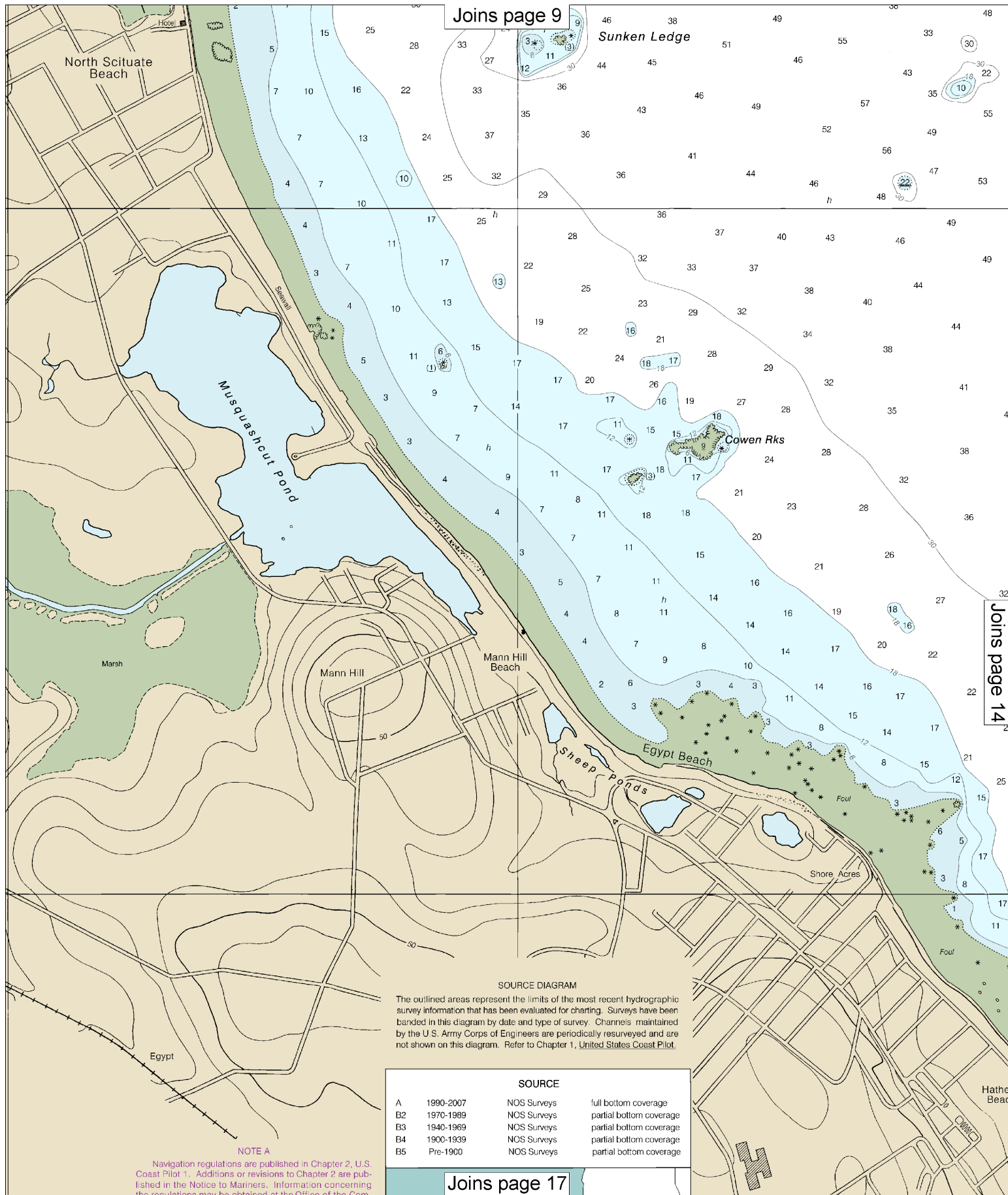
12

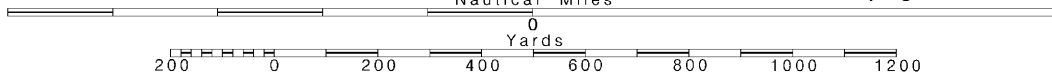
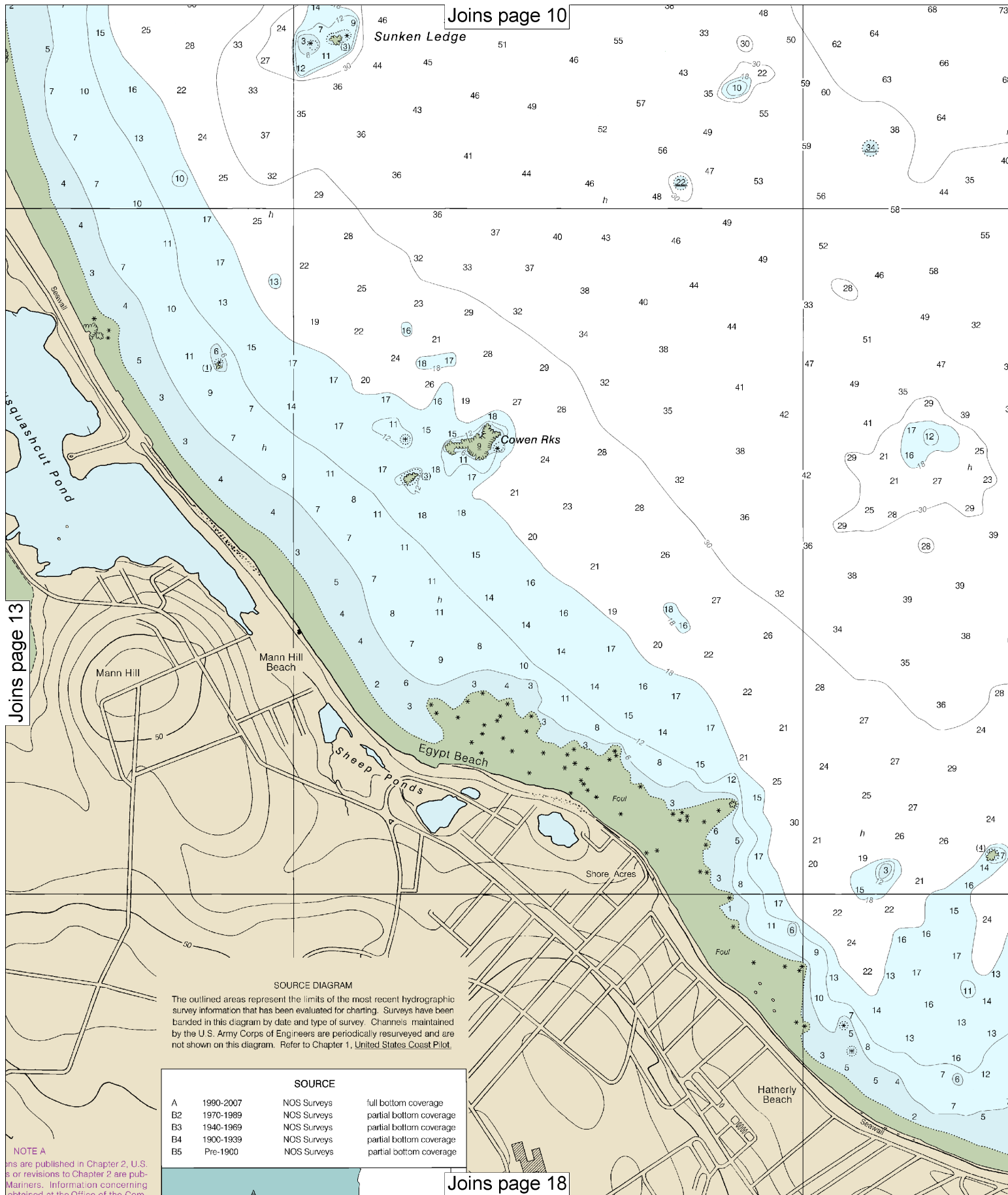
Note: Chart grid lines are aligned with true north.

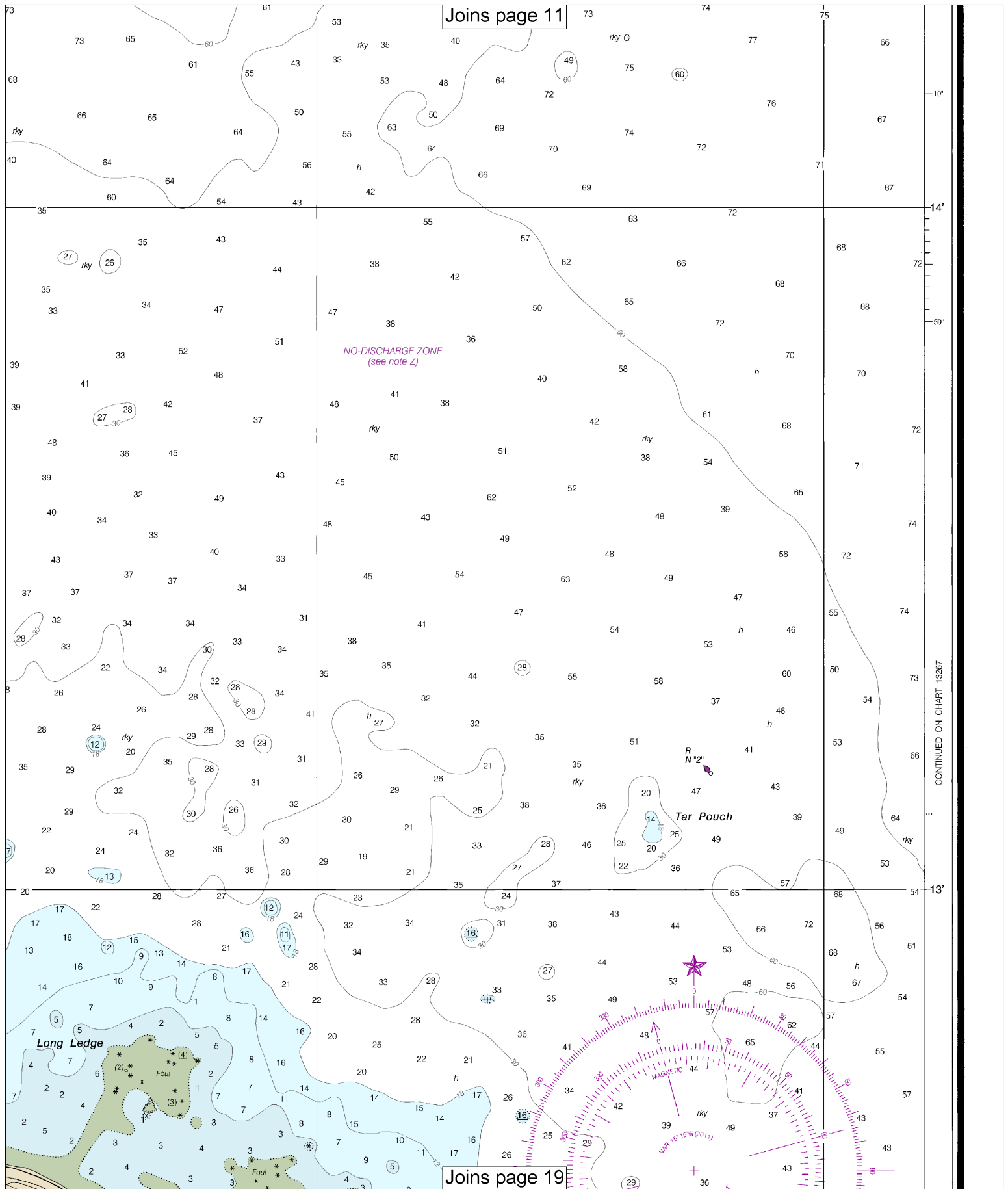
Printed at reduced scale. ~~SCALE 1:10,000~~
Nautical Miles

See Note on page 5.









THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MASSACHUSETTS

COHASSET AND SCITUATE HARBORS

Mercator Projection
Scale 1:10,000 at Lat 42°14'North American Datum of 1983
(World Geodetic System 1984)SOUNDINGS IN FEET
AT MEAN LOWER LOW WATERAdditional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water
NAME (LAT/LONG)		feet	feet	feet
Cohasset Harbor (42°15' N/70°47' W)		9.5	9.1	0.3
Scituate Harbor (42°12' N/70°45' W)		9.7	9.3	0.3

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.
(Apr 2011)

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

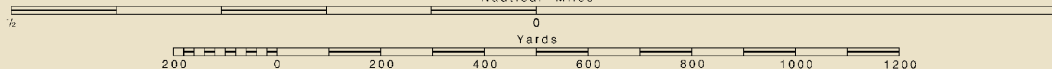
AUTH authorized	Obstn obstruction	PD position doubtful	Suom submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

SCALE 1:10,000

Nautical Miles



70°47'

795 000

46

MARINER ACTIVATED SOUND
Sound signals labeled with (M)
activation. See USCG Light List

HORIZONTAL DATUM

The horizontal reference datum is the North American Datum of 1983 (NAD 83), which is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the datum of 1927 must be corrected northward and 1.846' eastward to agree with NAD 83.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information on navigation.

NOAA WEATHER RADIO

The NOAA Weather Radio stations listed below provide continuous weather forecasts. The reception range is typically 15 nautical miles from the antenna, as much as 100 nautical miles in high elevations.

Boston, MA KHB-35
Hyannis, MA KEC-73
Essex Marine, MA WNG-574

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot for supplemental information.

CAUTION

Improved channels shown but subject to shoaling, particularly in the vicinity of the harbor entrances.

CAUTION

Temporary changes or obstructions to navigation are not indicated. Local Notice to Mariners.

During some winter months, certain aids to navigation are replaced by other types or removed. See U.S. Coast Guard Light List for details.

WARNING

The prudent mariner will use any single aid to navigation as a guide only. See U.S. Coast Pilot and U.S. Coast Pilot for details.

11th Ed. Apr. / 11

13269

Last Correction: 3/28/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN FEET

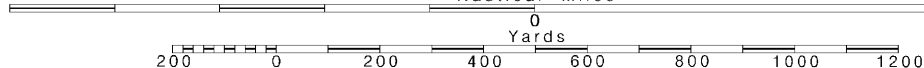
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.



SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A	1990-2007	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA. Refer to charted regulation section numbers.

NOTE B

PRECAUTIONARY AREA

Traffic within the Precautionary Area may consist of vessels operating between Boston Harbor and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area. Recommended traffic lanes have been established for the approach to Boston Harbor. Use charts 13200 and 13267.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

(P) Pump-out facilities

TOWER

PLANE COORDINATE GRID

(based on NAD 1927)

Massachusetts State Grid is indicated by dotted ticks at 5,000 foot intervals.

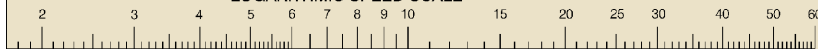
RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

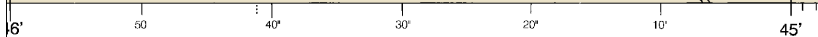
POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

LOGARITHMIC SPEED SCALE



To use, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.



ET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A	1990-2007	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage

NOTE A

Information is published in Chapter 2, U.S. Coast Pilot, or revisions to Chapter 2 are published in the U.S. Coast Pilot. Information concerning channels maintained by the U.S. Army Corps of Engineers is published in the U.S. Coast Pilot, or at the Office of the Engineer, U.S. Army Corps of Engineers in Boston, MA or at the Office of the Engineer, U.S. Army Corps of Engineers in New York, NY.

NOTE B

A CAUTIONARY AREA may consist of one or more areas between Boston Harbor and one of the Cape Cod Canal, or between the Cape Cod Canal and one of the Cape Cod Canal. Mariners are advised to exercise caution within this area. Boundaries have been established for the area. Use charts 13200 and 13267.

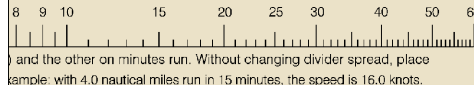
NOTE Z

REGULATED ZONE, 40 CFR 140. Under Act, Section 312, all vessels discharging Zone (NDZ) are completely discharging any sewage, treated or untreated. All vessels with an installed (MSD) that are navigating, moored, within a NDZ must have the MSD on board and discharge of sewage must be into a holding tank. Regulations contained in the U.S. Coast Pilot, concerning the regulations and obtained from the Environmental Protection Agency web site: <http://www.epa.gov/335/sewage/>.

RAIDERS
The following facilities are located in the area:
TOWER
RDINATE GRID
NAD 1927
The coordinate grid is indicated by 1,000 foot intervals.
RAIDERS
The following facilities are located in the area:
TOWER
RDINATE GRID
NAD 1927
The coordinate grid is indicated by 1,000 foot intervals.

REPORTS
Reports of oil and hazardous substances should be reported to the National Response Center via (toll free), or to the nearest U.S. Coast Guard (by telephone communication CFR 153).

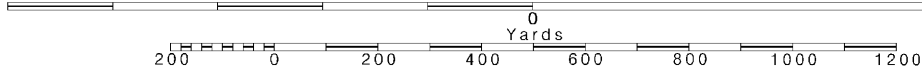
SPEED SCALE

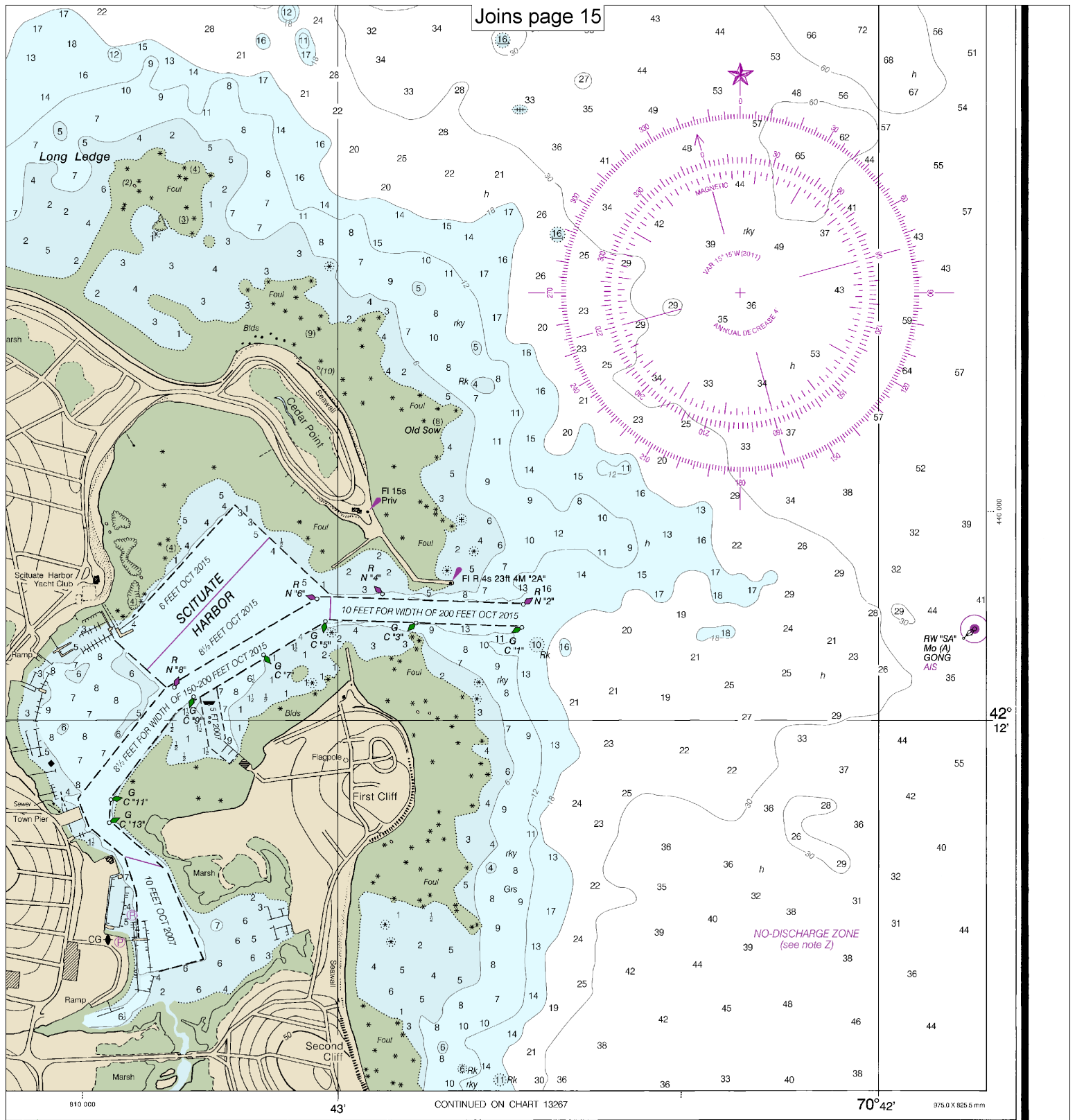


30° 20° 10° 45° 50° 44°

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FAT
FE
MET

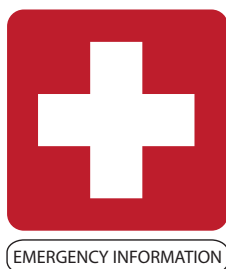




THOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Cohasset and Scituate Harbors
SOUNDINGS IN FEET - SCALE 1:10,000

13269



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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